

REPORT OF THE DEPARTMENT
OF
NATIONAL DEFENCE
(NAVAL SERVICE)
CANADA

FOR THE
FISCAL YEAR ENDING MARCH 31
1924

PRINTED BY ORDER OF PARLIAMENT



150-10-24
65-1-14

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

NATIONAL DEFENCE

(NAVAL SERVICE)

CANADA

INDEX

	Page
1. H.M.C. Ships..	5
2. R.C.N. Establishments..	10
3. H.M.C. Dockyards..	12
4. Naval Intelligence..	12
5. Royal Canadian Naval Personnel..	12
6. Naval Stores	15
7. General..	17
8. Financial Statement..	18



OTTAWA, July 1, 1924.

Honourable Member, Department of National Defence

Ottawa, Ont.

I have the honour to submit for the information of Your Excellency and the Parliament of Canada, the second Annual Report of the Department of National Defence (Naval Service), being for fiscal year 1923-24. The following is a list of the contents of the report:

1. H.M.C. Ships
2. H.M.C. Establishments
3. H.M.C. Dockyards
4. Naval Personnel
5. Naval Stores and Supplies
6. Naval Engineering

OTTAWA, July 1, 1924.

To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B., G.C.M.G., M.V.O., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit for the information of Your Excellency and the Parliament of Canada, the second Annual Report of the Department of National Defence (Naval Service), being for fiscal year 1923-24.

I have the honour to be,

Your Excellency's most obedient servant,

E. M. MACDONALD,
Minister of National Defence.

OTTAWA, July 1, 1924.

The Honourable,
The Minister of National Defence,
Ottawa, Ont.

SIR,—I have the honour to enclose Annual Report of the Department of National Defence (Naval Service) for the fiscal year ended March 31, 1924.

I have the honour to be, sir,

Your obedient Servant,

G. J. DESBARATS,
Deputy Minister.

OTTAWA, July 1, 1924.

G. J. DESBARATS, Esq., C.M.G.,
Deputy Minister, Department of National Defence,
Ottawa, Ont.

SIR,—I have the honour to report on the Department of National Defence (Naval Service) for the fiscal year ended March 31, 1924, under the following headings:—

1. H.M.C. Ships.
2. R.C.N. Establishments.
3. H.M.C. Dockyards.
4. Naval Intelligence.
5. Royal Canadian Naval Personnel.
6. Naval Stores.
7. General.
8. Financial Statement.

1. H.M.C. SHIPS

The following ships belonging to the Royal Canadian Navy were in commission during the year:—

East Coast—

H.M.C.S. *Patriot*.
H.M.C.S. *Festubert*.
H.M.C.S. *Ypres*.

West Coast—

H.M.C.S. *Patrician*.
H.M.C.S. *Armentieres*.
H.M.C.S. *Thiepval*.

H.M.C.S. *Aurora* has been placed out of commission. All ships of *Aurora's* class in the Royal Navy have been paid off.

H.M.C. submarines *C.H. 14* and *C.H. 15* are in reserve. They are kept in a seaworthy condition and can be recommissioned on short notice.

H.M.C.S. "PATRIOT"

H.M.C.S. *Patriot* is a destroyer. Following are particulars of her dimensions, armament, etc.:—

Tonnage.....	1,004
Length.....	271 feet
Beam.....	27½ "
Draught.....	10½ "
Speed.....	35 knots
Complement.....	74 officers and men
Armament—	
Guns.....	3 4-in.
	1 2-pdr. pom pom
	4 Lewis
Torpedo tubes.....	4 21-in.

The *Patriot* was presented as a free gift to the Canadian Government in 1920 by the British Admiralty. The ship has been in commission since its arrival in Canada, and is used for training personnel of the Royal Canadian Navy and Royal Canadian Naval Volunteer Reserve.

During the summer of 1923, *Patriot* cruised along the Canadian coast and up the St. Lawrence as far as Montreal. En route the ship called at Sorel, Three Rivers, Quebec, and Pictou. The cruise began on June 2, and was completed on July 24. In addition to the complement, *Patriot* had on board twenty-six ratings and one officer of the Royal Canadian Naval Volunteer Reserve.

While underway the personnel of both services trained in gunnery, torpedo, seamanship and engine room duties. Ratings of the signal and wireless branches also received instruction and all ratings trained in squad drill, and other disciplinary lines. Regular educational classes are held on board ship. For boys and ordinary seamen these classes are obligatory. For higher ratings attendance is optional. The classes were well attended and good progress has been made.

At Montreal and Quebec local ratings of the R.C.N.V.R. joined the ship and trained in company with the ship's personnel. The ship was inspected in Montreal by the Minister of National Defence and Director of Naval Service.

At Pictou the naval personnel took part in the celebration in commemoration of the first landing of Scottish settlers in Canada.

A five days' cruise to Lunenburg and return was completed on July 29. A class of R.C.N.V.R. recruits were given practical sea training during this cruise.

Patriot then sailed for Quebec calling at the following places en route: Murray Bay, Gaspe, Campbellton, Chatham, Charlottetown and Baddeck.

The ship had thirty-three R.C.N.V.R. ratings on board for sea training and at Quebec and Charlottetown also embarked local R.C.N.V.R. ratings who trained with the personnel. Whilst cruising, instruction in seamanship, gunnery, etc., was carried out.

The *Patriot* was at Chatham during the visit of His Excellency the Governor General to that place. A Naval Guard of Honour was detailed to receive the Governor General who inspected the ship and reviewed the personnel. The *Patriot* returned to Halifax on September 14.

During the international schooner races off Halifax from September 29 to October 2, *Patriot* represented Canada. The committee in charge of the races have reported very favourably upon the excellent services rendered by the ship and upon the efficiency of the personnel.

As in previous years, *Patriot* proceeded to Bermuda during the winter months and was based on Bermuda with ships of the North America and West Indies Squadron of the Royal Navy.

Whilst at Bermuda every opportunity was taken to carry out joint exercises with ships of the squadron. These exercises included not only training in manœuvres with other ships but also joint training in gunnery, torpedo, signal and wireless telegraph. This training affords to the young Canadian personnel of *Patriot* an excellent opportunity to train in and with larger ships, and to familiarize themselves with customs of the Royal Navy.

During the stay at Bermuda, opportunity was also taken to give engine-room ratings an auxiliary machinery course, which cannot be given in ships of the *Patriot* class. The ratings who took the course were successful and qualified to be sent to England for mechanical training courses in training establishments of the Royal Navy.

The reports of the Commander in Chief, North America and West Indies Station, and the Commanding Officer of *Patriot*, are gratifying and show that

SESSIONAL PAPER No. 17a

the ability of the Canadian Navy officers and men is well up to the standards of the Royal Navy. The department is also pleased to note from reports, the keenness, enthusiasm and general exemplary behaviour of the personnel.

H.M.C.S. "PATRICIAN"

H.M.C.S. *Patrician* is a destroyer and is a sister ship of the *Patriot*. The *Patrician* is based on Esquimalt, and is utilized for training personnel of the R.C.N. and R.C.N.V.R.

The ship cruised to Nanaimo during May, 1923, and called at Comox and Drew Harbour en route.

At Comox control parties were exercised and a shore party took musketry training at the ranges. The ship was open to visitors and the Comox Boys Naval Brigade were received and shown over the ship. The ship was also open to visitors at Nanaimo.

Throughout the cruise the personnel trained in seamanship, gunnery, torpedo, signal and W/T.

In June a cruise to Prince Rupert was carried out and the following places were visited: Port Alberni, Forward Inlet (Quatsino Sound), and Portland, Oregon.

Whilst at Forward Inlet, traverses of the upper reaches of Winter Harbour were made. These reaches are uncharted.

After leaving Forward Inlet, *Patrician* proceeded to sea and met H.M.S. *Curlew*, a light cruiser of the Royal Navy. Joint range and inclination exercises were carried out in company with *Curlew*. The two ships then proceeded to Prince Rupert. At Prince Rupert, the Commanding Officer of *Curlew* inspected *Patrician*. *Patrician* was then opened to visitors.

On July 1, 1923, *Curlew* and *Patrician* sailed from Prince Rupert for Portland, Oregon. This cruise was taken to enable *Patrician* to carry out joint cruising exercises with *Curlew*.

During the stay of *Patrician* at Portland, Oregon, the ship was open to visitors and official visits were made.

While in company with *Curlew* every opportunity was taken to carry out combined exercises in gunnery, torpedo and manœuvres, and all signal ratings were given instruction in *Curlew* during harbour periods.

On July 23, *Patrician* proceeded to Vancouver to act as an escort to the United States destroyer bringing President Harding to that city.

En route to Vancouver, in company with H.M.S. *Curlew* short range surprise torpedo attack was carried out by *Curlew* on *Patrician*. High angle firing was also carried out. In the strait of Georgia gunnery and torpedo exercises and manœuvres were performed.

On arrival at Vancouver a reception was given by the mayor to the officers of *Patrician* and *Curlew*.

On July 26, *Patrician* and *Curlew* proceeded to sea and met U.S.S. *Henderson* with President Harding on board. A guard of honour for the President was provided from *Patrician's* complement. A number of *Patrician's* officers attended the official functions at Vancouver in honour of the President. A reception was held in *Patrician* for officers of the U.S.S. *Henderson* and the ship's company were entertained by H.M.S. *Curlew*.

On September 4, *Patrician* sailed for San Francisco and returned on September 14. This cruise was for the purpose of meeting H.M.S. *Curlew* to embark R.C.N.V.R. ratings who had completed six weeks' training on the latter ship.

15 GEORGE V, A. 1925

En route to San Francisco, sea boats crews exercised and R.C.N.V.R. ratings received instruction in steering and compass. General quarters were also exercised.

On September 7, *Patrician* met *Curlew* and joint signal exercises were performed.

Upon arrival at San Francisco the Commanding Officer of *Patrician* and Captain of *Curlew* paid official calls and visits were also paid to Admirals of American ships in San Francisco harbour.

The *Curlew* and *Patrician* left San Francisco on September 9 and proceeded to sea where joint exercises in gunnery, torpedo and signalling were carried out, after which *Patrician* parted company with *Curlew* and proceeded to Esquimalt, where it arrived on September 11.

During the cruise every opportunity was taken to carry out signal and tactical exercises with H.M.S. *Curlew*.

The fifteen R.C.N.V.R. ratings who trained for six weeks on board *Curlew* were discharged to *Patrician* and returned to Esquimalt.

On September 17, the ship proceeded to Comox in company with H.M.C.S. *Thiepval*.

During the cruise, ships' companies were employed in torpedo exercises and testing gun circuits.

At Comox, R.C.N.V.R. ratings were given instruction in seamanship and a party was sent ashore for musketry practice. Torpedo and gunnery practices were also carried out.

H.M.C.S. *Armentieres* arrived at Comox and joined *Patrician* and *Thiepval* on September 19.

Joint seamanship and gunnery exercises were performed by R.C.N.V.R. and R.C.N. ratings from the three ships.

While at Comox sea cadets visited *Patrician* and were shown through the ship.

On September 24, *Patrician* proceeded to Bay sound for torpedo practices in company with *Thiepval* and *Armentieres*. The ships returned to Comox in the evening.

A party was sent ashore for gunnery practices on the range, and R.C.N.V.R. ratings were given instruction in torpedo and gun drill.

On the return journey, off Tribune bay, sub-calibre exercises were performed after which the ship returned to Esquimalt.

On October 13 the *Patrician* proceeded to Bamfield with the Deputy Minister of Marine and Fisheries on board. The lifeboat station at Bamfield was inspected by the deputy minister, after which the ship proceeded to Esquimalt, where the deputy minister disembarked.

On October 14 *Patrician* sailed for Prince Rupert and returned to Esquimalt on November 8.

The following ports were visited: Quatsino Sound, Lowes Inlet, Caughlan Anchorage, Alert Bay, Blinkinsop Bay, Drew Harbour, and Vancouver.

At Quatsino Sound the ship's medical officer visited the Indian settlement and gave medical assistance to some of the inhabitants who were ill.

At this point *Thiepval* joined *Patrician* and accompanied her for the remainder of the cruise.

At Prince Rupert official visits were made to the mayor and Minister of Marine and Fisheries.

During the cruise the heavy weather encountered gave the ship's company a good opportunity to train in seamanship but prevented gunnery and torpedo exercises.

At Vancouver, joint exercises with the air forces were performed.

SESSIONAL PAPER No. 17a

On January 25, *Patrician* proceeded to Bamfield, where it joined *Thiepval*. Port Alberni and Christy Bay were also visited. During the cruise wireless telegraphy training was performed. At Bamfield, owing to heavy rains, wireless communication was difficult; although messages were received, *Patrician* could not send messages owing to wet insulation.

On February 1, *Patrician* cruised to San Diego and en route visited San Pedro and San Francisco.

While at San Pedro official visits were made and the ship was opened to visitors. The ships returned to Esquimalt on February 29.

During this cruise rough weather was encountered and it was difficult to carry out gunnery and torpedo exercises at sea. From a point of view of seamanship training, however, the cruise was beneficial to the young ratings.

While in harbour, boat pulling exercises were performed and various other instructions were given on board.

During the year eighty R.C.N.V.R. ratings trained at sea on voluntary service in *Patrician*.

The reports of the Commanding Officers of H.M.S. *Curlew* and H.M.C.S. *Patrician* show that the *Patrician's* personnel are efficient and are very keen in the performance of their duties.

The department is gratified with the progress which has been made during the past year in the training of the ship's company.

H.M.C. MINESWEEPERS "YPRES" AND "FESTUBERT"

The *Ypres* and *Festubert* were stationed at Halifax and were in commission throughout the year. These two ships did not take any long cruises but were used at the Halifax base as training ships for R.C.N.V.R. officers and men from April 1 until October 1.

From October 1 to March 1, officers and men of the R.C.N.R. were trained.

The training given in these two ships consisted of gunnery, seamanship, signalling and discipline.

The reports show that the ships have rendered efficient service throughout the year. The officers and men have carried out their duties in a creditable manner and the reports on training of reserve forces show that good progress was made.

H.M.C.S. "THIEPVAL" AND "ARMENTIERES"

The *Thiepval* and *Armentieres* were in commission throughout the year. During the summer of 1923, both vessels were stationed at Esquimalt and utilized for training R.C.N.V.R. ratings.

They carried out a number of cruises to Vancouver, Comox and other western ports in company with H.M.C.S. *Patrician*.

In September, both ships spent ten days at Comox in company with *Patrician*.

During these cruises combined tactical exercises, gunnery drills and signalling practices were performed.

During the winter months, the *Thiepval* and *Armentieres* were detailed alternately to carry out Fishery Protection Service duties off Bamfield. This work was performed upon request from the Department of Marine and Fisheries. The ships continued on fishery protection duties until March 1.

Throughout the whole period of patrol R.C.N.V.R. ratings were given training. The nature of the services upon which the ships were employed provided most valuable training.

On February 27, *Thiepval* was commissioned to proceed by way of Alaska, the Aleuthian islands, the northeastern coast of Russia and Japanese islands as far as Hakodate, to deposit petrol and oil dumps for the Round-the-World British flight under Major Stuart MacLaren. The laying of these dumps was in charge of Colonel C. E. Broome.

During the cruise the complement of *Thiepval* was brought up to full war strength. Lieutenant R. Shipley, R.C.N.V.R., Company Commanding Officer of the Ottawa Half Company, and a number of R.C.N.V.R. ratings were detailed for service in *Thiepval* during the cruise. The vessel left Esquimalt on February 27.

Supplies of petrol and oil were shipped at Vancouver and the *Thiepval* proceeded to Prince Rupert on March 1, arriving on March 4.

From Prince Rupert she proceeded along the Alaska coast, calling at Dutch Harbour. At the end of the fiscal year, the *Thiepval* was at Dutch Harbour awaiting final instructions in order to proceed on her cruise.

The cruise undertaken by the *Thiepval* will be of great value to the young Canadian ratings who compose her complement, and also to the R.C.N.V.R. personnel.

It is expected that the cruise will be completed and *Thiepval* return to her base toward the end of August, 1924. The total distance covered will have been over eleven thousand miles.

The *Thiepval* and *Armentieres* have both rendered valuable service in training Canadian ratings and R.C.N.V.R. reserve officers and men throughout the year.

2. R.C.N. ESTABLISHMENTS

The Royal Canadian Naval Barracks at Halifax and Esquimalt are maintained as training establishments for ratings of the Royal Canadian Navy, Royal Canadian Naval Volunteer Reserve, and Royal Canadian Naval Reserve, and as Depots for the R.C.N.

The training equipment installed during 1923 has been perfected and new equipment has been installed during the past fiscal year.

HALIFAX BARRACKS

The complement has been increased from 69 to 110 officers and men. The reason for this increase is to provide instructional staff to deal with the training of R.C.N.V.R. and R.C.N.R. officers and men, to maintain a percentage of R.C.N. ratings to fill vacancies in ships and establishments caused through sickness or injury, and to enable a limited number of R.C.N. ratings to attend professional courses in England to qualify for advancement. The training facilities at the disposal of the department in Canada are not yet sufficiently developed to permit training in all branches of ratings up to the standards in the Royal Navy. The British Admiralty have permitted Canadian ratings to attend training establishments of the Royal Navy, thereby maintaining the same standards of efficiency.

The following training equipment has now been installed at R.C.N. Barracks, Halifax:—

Modern gun and control instruments, including director and other firing teachers. As far as equipment is concerned the establishments are now fitted to train seaman gunners in Canada.

Torpedo and electrical lecture room: The equipment installed will enable ratings to qualify in Canada for the rating of seaman torpedomen.

SESSIONAL PAPER No. 17a

A modern drill shed is in process of completion and will be ready for use early in 1924-25.

The question of providing a suitable exercise ground in proximity to the barracks is under consideration and will be settled during the coming year.

Owing to the large number of reserve ratings reporting to Halifax barracks for training, it has been necessary to provide additional accommodation. This has been accomplished by converting the officers' quarters for this purpose and providing new quarters for the officers in houses 9 and 10 located near the barracks.

In addition to technical training, the ratings in R.C.N. barracks are also given educational training. For this purpose a qualified civilian schoolmaster has been appointed who has given both compulsory and voluntary training in academic subjects. The education of ratings is thereby safeguarded and they are enabled to pass the educational test, Part One, and the higher educational test necessary for advancement to petty officer and warrant rank respectively.

The marked improvement in technical and educational ability of ratings has justified the action of the department in providing training facilities in Canada.

The expense of sending the ratings to England for training in the subjects now dealt with in Canada has also been eliminated. Two hundred and fifty-six R.C.N.V.R. ratings and 71 R.C.N.R. ratings were trained during the year.

ESQUIMALT BARRACKS

The Royal Canadian Naval Barracks at Esquimalt has been organized on the same basis as Halifax. The complement has been increased and training has been carried out with equally gratifying results.

A gun battery containing guns of the most modern type and of all calibres up to 6 inches has been installed but fire-control instruments, which have been ordered from the Admiralty have not yet been received. It is expected that the battery will be fully equipped in time for R.C.N.V.R. training during the coming summer.

The torpedo and electrical lecture room and drill shed have been completed and are now in full operation. Parade grounds have also been completed.

During the early part of the year, the hospital buildings were converted into naval barracks. This work involved many alterations, all of which have been carried out.

Training has been given throughout the year, not only to R.C.N. ratings but also to the reserve forces, classes in gunnery torpedo, signal and seamanship, were maintained throughout the year. A civilian schoolmaster has been appointed to give educational training. The personnel of the R.C.N. have taken advantage of training facilities to qualify both educationally and professionally for advancement.

Two hundred and five R.C.N.V.R. ratings and ten R.C.N.R. ratings were trained during the year.

GENERAL

At both Halifax and Esquimalt, sports have been organized and the various lines of sport including baseball, football and hockey have been enthusiastically taken up. Naval teams in all lines of sport have been entered in local leagues and the showing made has been creditable.

In sport, as in the regular work, the spirit of the Navy has been instilled in the men and their enthusiasm shows, beyond doubt, their readiness to respond to the arduous duties of active service.

3. H.M.C. DOCKYARDS

HALIFAX DOCKYARD

The activities of this dockyard were increased during the year in order to undertake the refitting of H.M.C.S. *Patriot* and minesweepers *Ypres* and *Festubert*. Other work dealt with being certain requirements for the Imperial Service; supervision of repairs to ships of other Government services; maintenance and upkeep of dockyard and barracks establishments, their equipment and plant.

The technical staffs have been maintained at the reduced numbers during the year despite the heavier demands placed upon them.

Although the dockyard is being operated on a semi-closed basis, it can be placed in full working order on short notice. The general equipment is in good condition and the various elements comprising the establishment are being effectively maintained.

ESQUIMALT DOCKYARD

Prior to this year very little work has been handled at this dockyard since it was closed down in 1920. This year with the operation of a Training Squadron and Training Establishment on the west coast greater activities have been experienced.

Work performed includes the preparation and supervision of the contracts for dealing with the dockings and refits to the ships stationed West; surveying preparing specifications, and supervising repairs to ships of other Government services and general maintenance of works connected with the dockyard and barracks establishments, also plant equipment and accessories.

The condition of this establishment as a whole has been well maintained.

4. NAVAL INTELLIGENCE

The Canadian Naval Intelligence Service forms a part of the Admiralty World Wide Intelligence System.

The service provides routine reports on naval intelligence, shipping, trade routes, etc., for the Ottawa area, and also keeps in close touch with other Intelligence areas, exchanging information and reports of naval interest.

Valuable assistance in the compilation of this report has been received from the Department of Public Works, the Harbour Commissioners, Montreal; the Department of Marine and Fisheries and the Department of Railways and Canals.

The Canadian Naval, Military and Air Services are now co-operating in the closest possible manner in dealing with Intelligence matters.

5. ROYAL CANADIAN NAVAL PERSONNEL

PERSONNEL

Royal Canadian Navy Ratings.—Throughout the year the policy of manning H.M.C. ships by Canadian officers and men has been followed. Royal naval ratings on loan to R.C.N. whose period of loan expired during the year were returned to England and their places filled by qualified Canadian ratings.

SESSIONAL PAPER No. 17a

A limited number of ratings specially qualified in gunnery and torpedo have been borrowed from the R.N. for short periods pending qualification of a sufficient number of Canadian ratings to meet requirements.

Training in R.C.N. Barracks and H.M.C. ships. Training in ships and barracks has been carried out in a satisfactory manner throughout the year.

The various cruises of H.M.C. ships have afforded excellent opportunity of training the ratings under seagoing conditions and at the R.C.N. Barracks special attention to gunnery and torpedo has been given as a result of the improved training facilities afforded.

Educational training has also been carried out and eighty-one ratings have sat at the Educational Test, Part 1, examinations; nine ratings have passed the Higher Educational Test; fifteen ratings have qualified in England at Gunnery courses and ten ratings have qualified in Torpedo courses.

A special effort has been made to complete engine-room ratings amongst Canadian ratings and all stokers and leading stokers are now R.C.N. ratings. During the year fourteen engine-room ratings successfully passed the Mechanical Training courses in England. One Ordnance Artificer also qualified in England in Ordnance courses.

The Admiralty have co-operated with the Canadian Navy in permitting ratings of the R.C.N. to attend the training courses in England, thereby qualifying for advancement in branches, training for which, has not yet been provided in Canada.

There are now a total of 394 ratings in the Royal Canadian Navy, of which nine are borrowed from the R.N. The remainder are R.C.N. ratings.

Officers.—There are a total of seventy-three Commissioned and Warrant Officers of the Royal Canadian Navy. Of this number only four Commissioned and two Warrant Officers are on loan from the Royal Navy. The remainder are permanent Royal Canadian Navy officers.

The following table shows the allocation of officers:—

H.M.C.S. <i>Armentieres</i>	1
H.M.C.S. <i>Esquimaux</i>	1
H.M.C.S. <i>Naden</i> (Esquimaux Barracks)	10
H.M.C.S. <i>Patrician</i>	5
H.M.C.S. <i>Patriot</i>	5
H.M.C.S. <i>Stadacona</i> (Halifax Barracks)	11
Headquarters.....	8
H.M.C.S. <i>Thetis</i>	2
H.M.C.S. <i>Ypres</i>	1
In England for Training.....	29
	<hr/> 73

Officers of the Royal Canadian Navy train in ships and establishments of the Royal Navy until they qualify for and are advanced to the rank of Lieutenant. Those wishing to specialize are given courses in Royal Naval Establishments on completion of which they are given appointments in the R.C.N. in Canada. The appointments alternate approximately as far as the exigencies of the service permit every two years and are as follows:

Two years' courses in England or to H.M. ships.

Two years' appointment to H.M.C. ships.

Two years' appointment to shore (Headquarters or R.C.N. Barracks).

ROYAL CANADIAN NAVAL VOLUNTEER RESERVE

The authorized strength of the R.C.N.V.R. is 70 officers and 930 men. The force is organized at Headquarters located at the following places and the numbers indicated have been recruited:—

Place	Officers	Men
Charlottetown	2	28
St. John	3	82
Quebec	2	54
Montreal (English)	4	29
Montreal (French).....	3	27
Ottawa	3	50
Toronto.....	2	60
Hamilton	3	57
Winnipeg	9	107
Regina	5	65
Saskatoon	2	51
Edmonton	4	54
Calgary	4	51
Vancouver.....	2	59
Total	50	764

These companies are recruited up to full strength except Charlottetown, Montreal and Vancouver. The companies authorized for Halifax and Victoria have not yet been organized.

Four hundred and sixty-one ratings of the R.C.N.V.R. were given training at the bases at Halifax and Esquimalt during the year. Thirty-two officers also performed their compulsory annual training.

A large percentage of the ratings who reported for annual compulsory training also performed voluntary service afloat for periods ranging from one to three months. The voluntary service afloat was carried out in H.M.C.S. *Patriot*, *Patrician*, H.M.S. *Curlew*, *Calcutta* and *Constance*.

Company headquarters' drills have also been well attended most of the ratings having shown keen interest in the success of their respective companies. The few who did not complete the number of drills required by the regulations, have been discharged from the force and their places have been filled by more suitable applicants of which most companies have a waiting list.

Each company headquarters has been supplied with a field gun, rifles, and a naval cutter fully equipped for training purposes. The St. John, Charlottetown and Vancouver companies have also been given the use of private yachts for training their personnel.

Sports have been organized by the R.C.N.V.R. companies, who have taken up football, baseball and hockey and have entered their local leagues under R.C.N.V.R. colours. In sports as in the work of the force the ratings have shown keenness, enthusiasm and efficiency.

ROYAL CANADIAN NAVAL RESERVE

The R.C.N.R. forces authorized is 70 Officers and 430 men, recruited from amongst seafaring personnel. Recruiting for the force is carried out locally by registrars appointed at Halifax, Lunenburg, St. John, Charlottetown, Quebec, Montreal, Prince Rupert, Vancouver, and Victoria. The registrars supply information to those inquiring regarding entry in the force, arrange for medical examination, attestation and training of ratings and keep a complete record of men enlisted in their locality. Twenty-four officers (including nine registrars) and eighty-one men have been recruited and given training at Halifax or Esquimalt. Training for the R.C.N.R. is carried out during the winter months.

It is expected that the force will be recruited up to full strength during the coming year.

6. NAVAL STORES

The activities of the Naval Stores Branch have been continued under the same organization as has obtained in past years, viz., the Naval and Victualling Stores Division, comprising the Supply Depots at the Dockyards, and the Naval Armament Supply Division, likewise comprising the Naval Armament Supply Depots at Halifax and Esquimalt.

The supply work of the branch is organized solely for the supply and equipment of men-of-war and all auxiliary services with every possible expedition and to render the maximum assistance required for their efficient maintenance. The organization, though now on a peace-time basis, is such that in any emergency all existing facilities are capable of expansion and development at short notice to provide for whatever requirements may arise. The trained personnel and storing facilities at the Dockyards and Armament Supply Depots are adequate for present requirements, in addition to which they constitute a nucleus for an emergency.

There has been a marked increase in the activities of the branch during the year due to the equipping of the R.C.N.V.R. personnel with uniforms and the company headquarters at the various centres with naval and naval armament stores necessary for the training of the volunteers and the operation of the units in general. In addition uniforms have been provided for the R.C.N.R. ratings enlisted to date.

In continuing the policy of disposing of all vessels not required by the department, sale was made during the year of the *Canada*, the only vessel which remained on the disposal list from the previous year.

NAVAL AND VICTUALLING STORES DIVISION

The functions of this division have remained unchanged, embracing as in past years all phases of naval supply work as regards naval and victualling stores.

During the past year supplies of stores were arranged for vessels of the Canadian Naval Service and for all other naval establishments. The greatest possible economy was exercised in this by the transfer of stores between dockyards and by shipment to other points as necessary. Service was also rendered to the Imperial Naval Service and to vessels of other Government departments. Supply depots are maintained at both Halifax and Esquimalt Dockyards. These are in charge of experienced store officers, who supervise the work and who are responsible to the Director of Naval Stores for the performance of the duties allotted to them. They must be prepared at all times to provide and issue supplies of whatever nature required to all ships and establishments under the jurisdiction of the department and to such others as may be approved; to make a strict and careful accounting of all such issues; and to see that all supplies purchased are in accordance with specifications and in other respects suitable for the service. The variety of stores handled is necessarily very extensive, and for men-of-war particularly excellence of quality and reliability are of the most vital importance. To this end standardization of supplies and a rigid system of inspection constitute two important factors of the supplies organization.

The nature of the service demands that substantial reserves be maintained at each naval base and kept readily available at all times. In time of peace, ships' requirements can be forecasted very accurately, their allowances being carefully regulated. Ordinarily and within reasonable limits these reserves are based upon six months' requirements for all purposes. Owing to the large stocks which were available at the end of the war, provision has been made in the case

15 GEORGE V, A. 1925

of stores which are not of a perishable nature for reserves against the anticipated requirements of the next five to ten years, depending upon the quantities in stock and upon the extent of perishability. In the case again of certain other stores, likewise unperishable, further additional quantities have been retained to constitute a war reserve for the equipment of naval personnel enlisted during the first few months following the outbreak of war and to fit out the ships which would at that time be placed in commission. At the close of the fiscal year 1923-24, the stocks at Halifax totalled in value \$1,234,610.50, and at Esquimalt \$487,950.85.

In addition to the stores actually carried at the supply base, contracts are arranged and maintained at both coasts for the supply of fresh provisions, coal, ice, etc., for the convenience of ships operating in adjacent waters. These are made applicable to, and are taken advantage of by, ships of the Imperial Service.

A review of the stocks at the dockyards, particularly at Halifax, has been made with a view to disposing of all obsolete, unserviceable and surplus stores. Lists of these have been compiled and placed in the hands of the Government salvage officer for disposal. Satisfactory progress in this connection has been made.

The volume of business transacted in 1923-24 at both dockyards is reflected in the following brief statistics:

		Number transactions involved
<i>Halifax Dockyard—</i>		
Value of stores received.....	\$103,360 89	1,181 (orders)
Value of stores returned.....	3,306 62	800
Value of stores issued.....	347,483 54	5,946
<i>Esquimalt Dockyard—</i>		
Value of stores received.....	\$126,636 05	1,444 (orders)
Value of stores returned.....	3,698 81	717
Value of stores issued.....	169,283 96	5,379

The overhead costs at the dockyards in connection with the supply of stores to all ships and establishments for the year under review were 16.22 per cent at Halifax and 10.28 per cent at Esquimalt. These percentages embrace all costs of whatever nature incidental to the maintenance and operation of the supply bases, including also extensive repairs to certain of the storehouses.

The audit of all stores accounts has been conducted with satisfactory results. Both dockyards and the ships and naval establishments under the department keep stores accounts in which receipts and expenditures are fully recorded. These are audited at Naval Service Headquarters to see that all stores of whatever nature are properly accounted for, and for the control of expenditures. In the case of the store accounts at the dockyards, the system of concurrent audit at headquarters has been continued with great success, serving not only as an audit but also affording information on stores matters at all times as an integral part of the system of stores control.

The system of biennial stocktaking at both dockyards has been continued and good progress made. Under this system the stocks are completely reviewed in the course of two years. The results on the whole are very gratifying and testify to the efficient manner in which the staffs concerned perform their duties.

The system of general messing whereby the complements of ships and establishments are victualled by the department direct has been continued, likewise with very satisfactory results. The essential features of the general messing system are direct control of the stewards, the supply of stores purchased by contract and a particular Naval Service Headquarters audit. This system effects a considerable saving in the cost of victualling the ships of the department. During the past year the average cost of victualling was 49 cents per man per diem.

SESSIONAL PAPER No. 17a

NAVAL ARMAMENT SUPPLY DIVISION

The functions of this division are in general terms the supervision and control of all matters pertaining to the provision, receipt, issue, care and maintenance, repair, testing, examination, accounting and audit of all Naval Armament stores in connection with the Canadian Naval Service at both Halifax and Esquimalt.

An agreement made with the British Admiralty to maintain sufficient reserves of ammunition for issue to H.M.C. ships on repayment as required has proved very satisfactory. The storekeeping of all Imperial stocks whether for ultimate issue to Imperial or Canadian services which is undertaken by the department in return for this accommodation by the Admiralty has been carried on to the mutual satisfaction of both services.

The Imperial stocks at Halifax were recently inspected by the Admiralty Inspector of Ordnance Depots, who rendered a very favourable report on the condition of the stores.

The stocks of Naval Armament stores at both Halifax and Esquimalt are maintained in an efficient manner and have been depleted of all obsolete and unserviceable stores. Where necessary these have been replaced by modern equipment and stores of the latest manufacture.

The store accounts of both depots, as well as of H.M.C. ships and establishments, have been kept and rendered in a satisfactory manner.

Certain Naval Armament stores not required for the Naval Service have been transferred to the Militia Services free of charge. The value of these stores amounted to \$46,163.

The following represents the value of the receipts and issues made on behalf of the Canadian Naval Service during the year:—

Receipts at Halifax.....	\$188,035 00
“ “ Esquimalt.....	254,538 00
Issues “ Halifax.....	467,528 00
“ “ Esquimalt.....	176,644 00

A system of continuous stocktaking is carried on in such a way as to ensure that the complete stocks of Naval Armament stores both Imperial and Canadian are verified every year. Certificates of comparison of stock lists with ledger balances are rendered periodically. All discrepancies other than those of trivial nature, i.e., wrong nomenclature or obvious clerical error, are thoroughly investigated and the necessary adjustment made. The results of these stocktakings have been very satisfactory.

PURCHASES

During the year the total value of Naval, Victualling and Armament stores purchased on account of the Naval Service for delivery to the Dockyards, Armament Supply Depots and to services direct amounted to \$429,101.

7. GENERAL

I have to express appreciation for the competent manner in which officers and men of the Royal Canadian Navy, Reserve Forces, and civilian employees of the Naval Service have performed their duties during the past year.

The behaviour of the Naval ratings has been exemplary both at home and whilst serving on board Imperial ships and attending courses at Royal Naval Training Establishments. Commanding Officers of the R. N. ships have complimented the service on the efficiency and good behaviour of Naval Ratings coming under their command for training.

15 GEORGE V, A. 1925

The general health of the service has been excellent. During the year all officers and men who served during the war were examined to ascertain if they are suffering from disabilities attributable to war service. In practically all cases the men were found physically fit for the service.

I have the honour to be Sir,
Your obedient servant,

WALTER HOSE,
*Commodore R.C.N.,
Director of Naval Service.*

REPORT OF CHIEF ACCOUNTANT

The attached statements show an expenditure under various appropriations amounting to \$1,405,090 and a revenue of \$113,659.45.

Refunds for the year on account of demobilization, previous years amounts to \$57,596.95.

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE), 1923-24

Total Revenue of the Naval Service for fiscal year ended March 31, 1924..	\$	113,659	45
Demobilization refunds previous year.....		57,596	95
	\$	171,256	40
Net expenditure for the year on Naval Service appropriations.....	\$	1,405,090	59
Value of work done and materials supplied for account of other Canadian Government departments, British Admiralty and others.....		401,356	98
Gross disbursements for the year.....	\$	1,806,447	57

STATEMENT OF APPROPRIATION ACCOUNTS FOR THE FISCAL YEAR
1923-24

Service	Appropriation		Expenditure		Balance unexpended	
	\$	cts.	\$	cts.	\$	cts.
Naval Service.....	1,500,000	00	1,354,527	00	145,473	00
Pay of temporary clerks.....	15,000	00	6,188	08	8,811	92
Customs dues.....	500	00	91	56	408	44
Adjustment of war claims.....	274,000	00	44,283	95	229,716	05
	1,789,500	00	1,405,090	59	384,409	41

Imperial Government (Special Account)—	
Disbursements.....	\$ 130,477 74
Carried from 1922-23.....	37,968 05
	\$ 168,445 79
Less—Reimbursements.....	\$ 138,292 59
Transferred to 1924-25.....	30,153 20
	\$ 168,445 79

STATEMENT OF REVENUE FOR FISCAL YEAR ENDED MARCH 31, 1924

Casual revenue.....	\$ 110,830 24
Miscellaneous revenue.....	2,551 55
Premium, discount and exchange.....	152 66
Fines and forfeitures.....	125 00
	\$ 113,659 45
Demobilization, previous years.....	57,596 95
	\$ 171,256 40

SESSIONAL PAPER No. 17a

SUSPENSE ACCOUNTS—SHOWING VALUE OF WORK DONE AND MATERIAL SUPPLIED
FOR ACCOUNT OF OTHER CANADIAN GOVERNMENT DEPARTMENTS, BRITISH
ADMIRALTY AND OTHERS

	Dr.	Cr.	Balance	
			Transferred to 1924-25	Not Transferred
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
British Admiralty	99,899 44	102,788 31	Cr. 2,888 87	
British Ministry of Shipping	5,876 80		5,876 80	
Imperial Government Naval Prize Fund.....	62,669 55	35,504 28	27,165 27	
Canadian Government Merchant Marine	810 51	787 56	22 95	
Canadian National Railways.....	367 80	330 90	36 90	
Department of Customs.....	2,827 13	2,818 03	9 10	
Department of Health.....	2,475 29	2,356 29	119 00	
Department of the Interior.....	1,740 70	1,507 06	233 64	
Department of Justice.....	3,059 49	3,052 56	6 93	
Department of Marine and Fisheries.....	29,113 55	26,666 00	2,447 55	
Department of National Defence—				
Militia Service.....	5,726 23	5,638 43	87 80	
Air Service.....	333 71	297 71	36 00	
Department of Public Works.....	1,120 23	765 84	354 39	
Department of R.C.M.P.	1,116 69	747 05	369 64	
Department of Soldiers' Civil Re-Establishment.....	945 00	909 00	36 00	
United States Government.....	128 75	79 13	49 62	
Miscellaneous.....	183,146 11	189,478 67	Cr. 7,519 97	1,187 41
	401,356 98	373,726 82	26,442 75	1,187 41

NATIONAL DEFENCE (NAVAL SERVICE)

15 GEORGE V, A. 1925

STATEMENT OF EXPENDITURE UNDER THE NAVAL SERVICE APPROPRIATION FOR THE FISCAL YEAR ENDED MARCH 31 1924

[illegible]

REPORT OF THE DEPUTY MINISTER

SESSIONAL PAPER No. 17a

[illegible]

•Comox Rifle Range.

DOMINION OF CANADA

REPORT OF THE WORK

OF THE

DEPARTMENT OF

SOLDIERS'
CIVIL RE-ESTABLISHMENT

FOR THE YEAR ENDING DECEMBER 31

1924

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

1925

PRINTED BY THE KING'S PRINTER, OTTAWA

128

